## THE POLAR STORM.

Effects of the Cold Wave in and Around New York.

TRAVELLING UNDER DIFFICULTIES.

A Fleet of Ocean Steamships Frozen In to Their Docks.

UP THE STATE

Railroad Traffic with the West Suspended.

THOUSANDS OF CARS "STALLED."

During Friday night and the early morning yester day the weather grew more and more nearly unen-durable. The keen blasts that whistled across the open lots and down the avenues, around the corners and through the by-streets of the city grew colder and colder. The unfortunates whose business calls them out of doors in the night hours were almost in lespair. Wraps of the thickest and most voluminous kind seemed of little service, for the keen wind not only blew through the heaviest clothing, but seemed to pierce to the dividing usunder of bone and marrow, soul and spirit. The poor-God help them, their sufferings can never be written. In their narrow homes, where the fires are scant and the wrap pings few-where the ventilation is all too thorough and the joiner work decayed—they sat and shivered in dumb arony. The pail of coal, that is all the poor man can buy at once, was soon spent, and human endurance was taxed to its limit. To them the night was torture-to the poorest, the homeless wanderers,

Yesterday morning dawned as cold as an Esquiman could desire, if he were a reasonable Esquimau, and in the early morning the cold seemed almost harder to bear than in the night, for the sunlight brought none of the relief it usually does bring; but as the day grew older the wind, as it tired with its long blustering, died away to a tolerable breeze, and a bright winter sun brought cheer to the city. The cold wave seemed to have passed and once more life resumed its normal phases. Pedestrianism again became possible and even the ladies, who, the most of had sensibly hugged their happy hearthstones the day before, ventured out on the myriad of curious errands which ladies find to do. Broadway and the avenues grew gay again with bright colors and glowing faces and the shops were again filled with shoppers. Men even turned their coat collars down, son of them, and the more venturesome among them would walk several blocks without stopping for

THE EFFECTS OF THE COLD WAVE. All through the city were the effects of the cold to be noted. The harvest of the plum-ber had come, and, heedless of the hatred of mankind, he was preparing to reap his gains. Through the New Year's storm and the terrible day that followed, when the poor were crying to Heaven for pity, when the half-frozen people of the were weeping or praying or scolding cursing, according to their several fan-(the plumber) had sat in his well ed office exultantly watching the thermometer outside his window and carefully looking over his soldering irons and files and little charcoal furnaces, and mallets and wrenches and tongs and other little tools, precious to him and costly to householders The more he looked the better he was satisfied. Rubbing his hands, not for warmth, but for glee, he noted each degree the mercury fell, and longed for its

noted each degree the mercury fell, and longed for its greater fall. "Down to zero" was "up to par" with him, and below zero was a premium. And yesterday, all over the city, his men were busy, at about \$11\$ an hour, examining pipes and tearing up floors and sidewalks, working infinite damage and some benefit at enormous prices.

THAWING OUT THE HYDRANTS.

In the city's plumb work there was an interesting work going on. The hydrants from which the out door supply of water is drawn conceal within an innocent looking outside a considerable amount of mechanism, and a sad experience has taught the Fire Department that the frost is likely to interfere with this mechanism. There have been occasions when mechanism, and a sad experience has taught the Fire Department that the frost is likely to interfere with this mechanism. There have been occasions when this interference has cost a considerable delay in putting out a fire, and the department has accordingly issued orders that the hydrants be all watched and when any are out of repair they shall be reported to the Department of Public Works. This inspection has been in progress for some two weeks, and with one or two exceptions the hydrants are in proper condition. The writer watched the operation of thawing a hydrant that was slightly frozen, and he was much edited. A small piece of rubber hose was first introduced through the main cock, the water being shut off at the valve below, and an attempt was made to pump out the water above the valve which should have flowed off through the small safety cock under ground, but which had failed to do so. This attempt was made with a small handpump, and, as it would not work, it was known that the water had frozen. A current of steam was then thrown in, and, the ice being thereby melted, the water was casily pumped off and a quantity of salt was thrown in. "That generally keeps the water from freezing." said the Cnief, who explained the operation, "but it is bad for the hydrant, as it corrodes the valve-rod." No great difficulty has been found thus far this winter with the hydrants, as the frost is said to have penetrated only about twelve inches below.

TRAVEL IN THE CITY.

As was said above, pedestranism was possible yes-

smallest hycrants have their valves at least eighteen inches below.

TRAVEL IN THE CITY.

As was said above, pedestrianism was possible yesterday, and active people who scorn the horse cars and flout the elevated roads were in their glory. Sneering at the lazy effeningsy of the majority of mankind they strode manfally along the pavements, bright examples of sturdiness, puffed up with their own vanity. Less conceited people preferred riding, and preferred the Sixth avenue route to all others in the city, as the cars are warmed on that route slone. The street cars, however, did a large business, their passengers growling, as usual, at the parsimony of the companies, that care for the fares more than for the welfare of their customers. The drivers and conductors of course suffered as usual in severe weather, and the horses seemed luckier than the human attendants of the car, as they had work to do that kept them warm.

ductors of course suffered as usual in severe weather, and the horses seemed luckier than the human attendants of the car, as they had work to do that kept them warm.

THE "L" RAILROADS.

On both of the "L" roads the trains ran with great regularity, none of those on the cast side being more than one minute behind schedule time at the Harlem terminus. There is no doubt, however, that arrangements could be made which would be more conductive to speed of transit than those now in vogue on the Third avenue "L" road. For instance, the frequency with which it is necessary to replenish engines with water would be much less if they were constructed so as to suit the existing and prospective traffic. The change of engines at Sixty-seventh street causes a waste of many minutes, which, in the aggregate, are of mach value to the proble. If the change were made at the despatching points only less time would be required between the Battery and Harlem. Many complaints were heard yesterday on this score, as well as with regard to the showness of the regular schedule time. It is said by a large number of the passengers that a further economy or at least twelve minutes is possible in making the journey. The average speed between stations is certainly less than on the Sixth avenue road and there are, besides, more frequent stopping places.

LACK OF HEAT.

The absence of any artificial heat in the cars was justly denounced yesterday by passengers as much as upon every previous day since the beginning of the present cold "snap," Every one who rode more than a few blocks became completely childed, and, doubtless, the seeds of fatal diseases have thus been planted in a great many casee. The authorities of the New York company acknowledge that the steam apparatus in their cars will neat two cars at a time, but it will not heat at hira. Yet the fact is patent that they do not cause it to be operated even so far as to heat those two, which would be a great boon to their patrons. The comments last evening between five and seven of clock

winding way. "Lapid transit then, you bet!" "No cold there, my boy!"

NECESSITY OF DISCIPLINE.

When the Third avenue "L" road was first opened to the Harlem River trains were run to izuth street.

Lately, however, they have all stopped at 123th street, where a platform has been erected. This

road the discipline enforced upon them is very strict, and if the same policy be adopted by the east side road there is not likely to be any further cause for complaint in that respect. It is incumbent upon a complaint in that respect. It is incumbent upon for that of the public, not to permit the faith of the people in the safety of their structures to be shaken. The remark was made by Mr. Belmont the other day that any accident on the "L" roads would be a great calamity in its moral effect as well as in the physical casualties, as it would defer people from making use of these blessings of modern improvement.

On the Sixth avenue line, Friday night, the trains were kept slowly moving without any intermission until morning in order to keep the ears warm and to prevent the water in the bediers and in the steam following the state of the continuous control of the continuous control of the contr

very long. Of Fifty-minth street a sheet of ice extending almost accross the river lay for several hours, but was at length broken by the wind and tide.

NELIBERTS AND CASLATIES.

Besides the two deaths reported in the morning at the Coroners' office a great number of frozen fingers, ears and noses were reported, though not entered excepting in some of the hospital records. A few falls on the slippery pavements were happily unattended with serious results, and the damage to life and limb was on the whole less than New York might reasons by have expected. The accidents to the shipping, while not as serious as they might have been, were very numerous. As the Wail street ferryboat Clinton left Brooklyn at eight A. M. she was loreed by the schooner's prow broke the shed covering the gentlemen's cabin on the Clinton, making a hoie about four feet square. No one on board was hurt, and the Clinton made the trip without further accident, walking on the received grown in uniform, ventured some distance from shore on the treasencerous surface presented by the jammed up blocks of ice, but so far as known nome with the fate they might have expected. The policeman was seen tuily a furlong from the foot of Barclay street, but the officers of the carried down the river a considerable distance on a large cake of ice and were picked up by a tug.

The rise in temperature, which was halled with so great delight and which will probably end the collessing, was steady during the day, the rise being from 8 degrees above zero at three A. M. to 28 degrees above at three P. M. Later in the afternoon it grew colderagain, but no such severity of cold followed as on the previous night.

There is a vacont and exposed lot of ground on First avenue between Eighty-eighth and Eighty-ninth streets which was covered in by a high bank of snow

There is a vacant and exposed lot of ground on First avenue between Eighty-eighth and Eighty-ninth streets which was covered in by a high bank of snow during the recent storm. Yesterday Officer Hughes, of the Twenty-third precinct, while patroling his post had his curiosity aroused by espying what appeared to be the sleeve of a man's coat stretched above the snow in the centre of the plot of ground reterred to. Upon investigating it was discovered that a man had been caught in the storm and trozen to death. The body was removed to the station house and subsequently identified as that of Thomas McCormack, a recent inmate of the Poorhouse on Blackwell's Island.

Margaret Caughlin was tound dead in a shanty yesterday at No. 312 East Forty-seventh street, from exposure and cold.

Mrs. Kenny, residing at No. 380 Hicks street, Brooklyn, found her four months' old baby dead by her side at four o'clock yesterday morning. It had kicked its covering off and frozen to death.

TROUBLE AMONG THE SHIPPING-A STRANGE SIGHT ON THE NORTH RIVER-OCEAN STEAM-SHIPS FROZEN IN THEIR DOCKS-TUGBOATS MAKING FORTUNES.

A large number of ocean steamships were delayed by the ice, which so choked up the basins and docks that many were unable to get their cargo on board, the ice preventing the lighters from approaching the ships' sides. Many of the steamers on the North River were actually frozen in, which is a thing that rarely occurs to ocean steamships. The loss in a ship's delay is enormous, that of a European vessel being about \$1,000 a day and of a coastwise steamer about \$500. Added to this is the inconvenience to passengers and the public in general. The following is an account of the steamers pre-

vented from sailing yesterday by the ice:—

The steamer Anchoria, of the Anchor line, for Glasgow, was prevented from sailing by the delay in her cargo. The lighters loaded with grain could not reach her, and the vessel herself was firmly frozen in the dock at pier 46. A number of tags tried to free her from the ice, but it is so dense at

in the dock at pier 40. A number of tags tried to free helf from the ice, but it is so dense at this point of the river that she is not likely to sail before Monday. The Alsatia, of the same line, is frozen fast at her dock, and it was impossible for the freight barges to get near enough to unload. She has been laid over until Monday.

The steamer Ashland, which was to have sailed yesterday for Florida, has not arrived from Philadelphia, and it is supposed that she has been frozen in on the trip. Her cargo is on the dock ready for shipment.

The steamer Greece, of the National line, is lying at pier 39 North River, unable either to get her cargo on board or to move from the dock. All day tags ploughed around the vessel in an endeavor to break the ice, but little was accomplished. The captain is confident of sailing to-morrow, however. The Spain, of the same line, is also frozen in and unable to load. The theory is also frozen in and unable to load. The theory is also frozen in and unable to load. The theory of Mailory's coastwise steamers were delayed by the ice. The City of Rio Janeiro, for South America, was wedged in by the large cakes of ice which the nor wester had driven to the cast side of the river. Her cargo is all on board. The Carondelet was also delayed because her cargo did not arrive on account of the ice. The City of Peking of the Pacific Mail Steamship Company, was delayed, and did not sail by reason of the ice in the river. The Devon, of the Great Western in and could not sail, as the freight barges were frozen in and could not be moved.

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line, could not sail, as the freight barges were frozen in and could not be moved.

A few of the steamers were fortunate enough to break the lock and gain free water. The North German Lloyd steamer Caler passed out saiely and the City of Berlin, of the Inman line. The General Whitney, of Morgan's Louisiana and Texas Steamship Company, had some difficulty in cutting through the ice, but, with the assistance of Jugs, cleared herself. The Savannah, of the Savannah and

Florida line, also cut through the ice to maritime

Florida line, also cut through the ice to maritime liberty.

At almost every pier a tug or other vessel was frozen, and the Beston boat at pier II was icebound on Friday and cannot yet get out.

The steamer New Orleans, of the Cromwell line, arrived at pier 9 on Thursday night at eight o'clock and ran aground at the low tide. The vessel was cat-accordered on pier II and remained in that position all day Friday and yesterday, with the wind and cold weather freezing, her in firmly. By the aid of tugs site left her dock yesterday at noon and crossed over to Jersey City. Here a full head of steam was gotten up and the vessel started for her dock. The swift velocity of the steamer broke the ice, but the vessel had to go into dock at six o'clock last evening bow first. In making her dock she slightly damaged a freight barge. On some of the steamers the passengers were taken on board and will be kept until they start. A great many, however, refuse to accept this privilege, and are stopping in hotels in preference. Each line bears the expense occasioned by the delay both as to freight and passengers. It was on this consideration that several of the steamers made strenuous efforts to leave their docks. Those on the Jersey side have no difficulty and clear readily, but those on the east side are helplessly fast. Another great obstacle to the salling of the steamers is the scarcity of tugs, which all seemed to be employed, the owners of the unemployed ones demanding exorbitant prices for their service. It is likely that the lock will be partially broken to-morrow.

The gale on Long Island Sound is reported by pilots to have been the worst experienced in many years. The fierce and orrelpied up the sea terribly, and for twenty-four hours rendered navigation impossible for small craft and exceedingly dangerous for the large Sound stamers.

The Elm City, of the New Haven line, was the first to arrive yesterday morning, being five hours late. She experienced some trouble in getting out of New Haven, having to work her way thro

harbor than at any point on the Sound and threatens to close the harbor.

The City of Hartford, of the Norwich and Hartford line, arrived last night, over twelve hours behind time. She was not able to make her way through the Sound on Friday, and had to wait for the storm to blow itself out before starting.

Off Point Judith the gale was felt with greatest force. The steamer Old Colony failed to stem the sea off the Point, and had to put back into Newport until yesterday morning. She arrived here last night.

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The Narragansett, of the Stonington line, was five hours late. She was washed by the sea; the spray on her deck and sides is frozen an inch thick. On her arrival she was delayed nearly three hours in making her pier by two railroad floats that were frozen in at her landing.

The Electra, of the Boston and Providence line, was the only steamer that was able to cope with the sea off Peint Judith during the gale, but she was obliged to put into New London afterward and wait more favorable weather. She should have been here Friday morning, but did not arrive until yesterday noon.

Officers of the arriving steamers report little ice on the north shore of the Sound and none on the south shore. New Haven is the only point where there is ice in any considerable quantity. The ice that has so far drifted from the bays of the north shore has offered no impediment to navigation.

During the severity of the storm the various harbors of the Sound were filled with schooners and sloops that had sought shelter, but no wrecks or damage were reported. The officers of the different companies are confident that steamers will be regularly despatched and received this week.

Aground on Diamond Refer.

The British ship Bonanza, Captain Churchill, received her clearance papers for Antwerp on Thursday last, and he had intended to put to sea at once, but for the late stormy weather. At ten o'clock yesterday morning the Bonanza left her berth at Harbeck's stores, Brooklyn, where she had been loaded with grain. While going down the harbor and off the South ferry, in tow of two tugs, she ran aground on Diamond Reef, a rock lying in the stream about three hundred yards from the South ferry slip. The vessel remained on the rock six hours, awaiting the rising of the tide to float her, during which she received four heavy thumps on the rock. Captain Churchill did not think it safe to put her

injured.

OVERDUE STEAMSHIPS.

There would seem to be no cause for anxiety in regard to the steamer Abyssinia, due at this port from Liverpool last Wednesday. A Herald reporter called at the office of the Cunard Steamship Company, No. 4 Bowling Green, yesterday afternoon, and there ascertained that no apprehensions whatever are felt by the company on account of the steamer being overdue, as neither the French nor German steamer, which sailed on the same day as the Abyssinia has yet arrived. It is believed that all three of these ships encountered heavy weather on their westward voyage, but no misgivings are felt as to their safety. Mr. Franckiyn, general agent of the Cunard line, is rather inclined to the belief that the Abyssinia may have been a couple of hundred miles off the bar for the past forty-eight hours, waiting for the gale to subside.

New York are expected every moment.

A train of postal cars was made up yesterday afternoon at Syracuse and left there with a heavy mail for this city at two o'clock. This was the first train from that point for two days. There was no connection with the West beyond Syracuse. Mr. Jackson, Superintendent of the Railway Mail Service, received a despatch yesterday afternoon from Canastota stating that a number of mails for Troy, Utica and New York, which were in the express car of the wrecked train and not in charge of the Post Office Department, had been burned. No details were received.

Postmaster James last evening issued the following special notice:

Mails for Great Britain and the Continent of Europe will be despatched on Monday by steamship Anchoria, closing at one P. M. Supplementary mails at two P. M.

THOMAS L. JAMES, Postmaster.

During the passage of the cold wave the mercury in Paterson thermometers at times indicated a temperature of all the way from five to eight degrees below zero, according to location. Numerous casualties are reported resulting from this unwonted severity. Of the fifty men employed in cutting ice at Oldham for the Passaic Ice Company, about one-quarter were disabled and several were so overcome by the cold, so nearly frozen to death, that they had to be conveyed to their homes in vehicles. The men were trostbitten in the hands, feet, that they had to be conveyed to their homes in vehicles. The men were trostbitten in the hands, feet, legs and other portions of their bodies; their ears and noses were frozen in some instances so that they presented a serry sight. One colored man, John Hoppin, was precipatated into 'the lake through an accident and came out chat in a cost of shining mail. At the other ponds and lakes, where ice cutting was in progress by the Consumers' and other companies, the sufferings of the workmen were intense and many were disabled.

On Friday night a man was driving up Main street, Paterson, when he was observed suddenly to topple from his seat and fall in the snow, where he lay motionless and apparently lifeless. He was carried into a drug store and resuscitated. He proved to be the driver of a wagon belonging to the Lodd Chemical Works, and had rode all the way from the powder works. He said that he had felt the most excruciating agony from the cold, but just before he fell had begun to feel "quite comfortable."

John McAlisier, a tramp, was frozen nearly to death on Friday night in walking from Lodi to Passaic City. When picked up on the highway, about one mile from the latter place, he had lost consciousness. His feet and legs—the latter as high up as above the knees—were so badly frozen that it is thought they will have to be amputated.

A colored woman named Susan Whitaker went from Paterson to Hackensack on Thursday night to attend a ball. She started to walk back to Paterson after midnight, and, being intoxicated, fell by the roadside and was frozen to death. She was discovered next morning and taken back to Hackensack, from which town she had not proceeded more than one mile and a quarter.

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On Friday the wind unroofed a portion of the greenhouse of Mr. J. W. Ayres, florist, at Riverside, and over \$500 worth of choice plants were frozen. These were a portion of a lot of 10,000 plants which had just been purchased by a florist of this city and which had not yet been denverest.

The weather was intensely cold on Long Island. Ice made rapidly and completely closed most of the bays, beaming in the sailing craft. The Great South Bay, from Babylon almost to Fire Island Beach, is frozen over. Oystering and clamming have been entirely suspended. The oyster dealers are apprehensive that thousands of bushels of oysters will be killed by the ice in shallow places if it mercases in thickness suf-ficiently to settle unbroken with the falling tide. Not a sail was to be seen anywhere yesterday. The

Not a sail was to be seen anywhere yesterday. The bont which left Oak Island for Islip on Friday, about the safety of which apprehension was felt in Babylon, because she disappeared before she had time to make half the distance, was yesterday ascertained to be safe, having returned to Oak Island.

The weather was particularly severe on the railroads. At Whitestone an accident occurred which wrecked a locomotive, and the engineer had a narrow escape with his life, the fireman saving himself by jumping off. The train which left College Point for Whitestone at ten minutes past eight tried to make a flying switch, and the locomotive had to run up grade to reach the turntable, the cars running up to the depot our

another track. One rail snapped in two, and the forward part turned over. The locomotive was thrown oil and down an embankment of nine feet, and was badly wrecked. As the train was to have made the return trip to New York, travel was impossible for several hours, and those whose business compelled them to be in New York had to journey by stage to Finshing.

On Friday night the train which left Hempstead for Hunter's Point at nine o'clock, and which was to have returned to Hempstead at a quarter past twelve, was thrown from the track at the Garden City junction by the snow, which had drifted and frozen. The locemotive and three cars went off so badly that it was not until seven o'clock yesterday morning that they were righted and the road opened to travel. The men employed at the spot suffered terribly throughout the night, many having their feet and hands badly frozen. Trains were blockaded on the Gien Cove branch, and the road from Rockaway to the beach is still impassable.

THE HUDSON FROZEN. For the first time within the last twenty years the

Hudson River was so firmly frozen over opposite Yonkers as to admit of pedestrians crossing over it on the ice.

The Hudson River between Tarrytown and Nyack is bridged by ice five inches thick.

YAPHAUK, L. I., Jan. 4, 1879. The propeller Vindicator, from Fall River, Mass., bound for Philadelphia, came ashore on the outer bar this morning about five o'clock, at Smith's Point, L. I., two miles from the the village of Mastec, and about twenty miles east of Fire Island light. The cause of the a-ceident was in consequence of the floating ice preventing her steering apparatus from working properly. There were no passengers, and the crew were all saved and brought ashore this afternoon in a boat commanded by the life saving station men. At the time the vessel struck two of the sailors, thinking she might go to pieces, jumped overboard, swam ashore and were taken care of by men of Station 17. She lies head on and is not leaking. None of her cargo, which is a general one, has been thrown overboard, and unless the wind should change to the southeast she will in all probability be floated to-morrow.

BATTROAD TRAFFIC SUSPENDED AT BUFFALO-NO TRAINS TO THE WEST-IMMENSE SNOW

[BY TELEGRAPH TO THE HERALD.]

Buffalo, Jan. 4, 1879.

The storm that commenced here carly on Thursday morning still continues, although not with the great violence of the first two days. The wind has con verted the hitherto level country into hills and val-leys, and the scenery presented is weirdly picturesque. An army of men are clearing the w and streets and teams are drawing away the snow. On a level the snow is four feet deep and the drifts in many places in the city are from eight to fifteen feet. The thermometer marks 20 degrees above zero and the indications are that the storm will cease the indications are that the storm will cease by to-morrow morning. The railroads are all blocked, with the exception of the Canada Southern, which is enabled to get trains into the city by running into the Eric street depot. The New York Central Company has succeeded, by the aid of a snow plough and thirteen engines, in getting its snow-bound train to the city; but as soon as they passed through the snow drifts the track again became covered to the depth of several feet, and the officials decided it was useless to attempt the starting of any trains. All trains on the Eric Railroad are abandoned.

ing of any trains. All trains on the Eric Railroad are abandoned.

A GANG OF SWEEPERS MISSING.

Mr. Charles Calligan, master of transportation of this road, went out to the Genesee street crossing yesterday morning with a gang of men to shovel snow. Neither Mr. Calligan nor the men have since been seen or heard of. Passengers who were on the snowbound train have succeeded in reaching Lancaster, and are finding good accommodations among the inhabitants of that town. The Niagara Falls train is snow bound at the Main street crossing, some three miles out of the city, and the thirty passengers have gone to private residences. The passengers on another train, snowbound at Stafford, also succeeded in getting apartments in private houses.

On the Lake Shore all trains are abandoned. The stock train which was slatted at Farnham's has been drawn to Silver Creek and the cattle unloaded and taken care of. The passengers on the snowbound train at Dunkirk are being taken care of by the company. An attempt was made at noon to-day to work as the Raile of the company.

train at Dunkirk are being taken care of by the com-pany. An attempt was made at noon to-day to work on the Buffalo, New York and Philadelphia road, but the men were compelled, on account of the severity of the storm, to return to the city. No mails have arrived in the city since Thursday, except the one on the New York Central, brought in with the released train. Western bound mails were forwarded by the Canada Southern Railroad.

[BY TELEGRAPH TO THE HERALD.] BUFFALO, N. Y., Jan. 5-12:30 A. M. Contrary to expectation, the storm has taken a new lease of life, and at this writing (half-past twelve o'clock A. M.) it is snowing and blowing as furiously as ever. The railroad blowing as furiously as ever. The railroad officials have become discouraged battling with the elements, and have ceased all efforts to remove obstructions to travel. Should the storm continue another day we will be in a state of siege worse than that of Christmas week. Several gentlemen arrived here this evening from Niagara Falls, some having come through by sleigh, others footing it the entire distance. They report mountains of snow between this city and the falls, and that the railroad is buried in many places under twenty feet of snow. The poor of this city are suffering untold misery on account of the utter inability of humanitarians to reach them.

BETWEEN THREE AND FOUR THOUSAND FREIGHT CARS BLOCKED.

IBY TELEGRAPH TO THE HERALD. 1 ALBANY, N. Y., Jan. 4, 1879.

The first train which has arrived here from Syracuse since early yesterday came in to-night. It was drawn by three locomotives, and looked as much used up as if it had made a trip across the continent. Railway men estimate the number of freight cars blockaded between Syracuse and Buffalo at between three and four thousand.

CONTINUANCE OF THE SNOW PLOCKADE AROUND WATERTOWN.

[BY TELEGRAPH TO THE HERALD.] .

WATERTOWN, N. Y., via Oswego, Jan. 4, 1879.
The storm continues. The St. Lawrence River is still open. The Rome, Watertown and Ogdensburg Railroad has been blocked for two days, and the Railroad has been blocked for two days, and the probability is that it will remain so some time. The company is doing nothing and will not try to open the road ill fair weather comes. The road from here to Cape Vincent has not been operated since December 23. Passenger trains on the Utica and Black River road are running all right. The country roads in Northern New York are simply impassable. Business of all kinds is at a standstall. To-night the barometer shows 29 30 and is rising. The thermometer records 22 degrees above zero. It has snowed every day for seventeen days, during which time the sun has not shone for half an hour.

NO TRAINS FROM THE WEST, [BY TELEGRAPH TO THE HERALD.]

SYRACUSE, N. Y., Jan. 4, 1879. The Oswego, Northern, Binghamten and Chenange

Valley railroads continue snow bound, all having trains stuck fast in the deep drifts. No attempts were trains stuck fast in the deep drifts. No attempts were made to-day to start trains over any of these lines. The two evening trains on the Central, bringing pap.rs and mails, arrived to-night from New York about an hour overdue. No trains have arrived from the West for forty-eight hours, a fact entirely new in the history of the New York Central. There is an average depth of snow in this region of four feet. Drifts ten and fifteen feet deep are common.

AUBURN, N. Y., Jan. 4, 1879. All trains on the southern and Auburn branch of the New York Central Railroad have been abandoned.

NEW YORK CENTRAL TRAINS ABANDONED.

BUSINESS SERIOUSLY IMPEDED IN OSWEGO COUNTY. Oswego, N. Y., Jan. 4, 1879.

Despatches were published here to-day from various parts of the county relative to the storm. The roads are everywhere blockaded and business is suspended. At Sandy Creek there is great suffering for want of provisions, wood and kerosene.
At Lawson's Station, on the Delaware, Lackawanna

At Lawson's Station, on the Delaware, Lackawanna and Western road, twenty-five passengers are snow-bound. At Central square, on the Midland and Syracuse Northern roads, the snowbanks are ten to fitteen feet deep, and the hotels are filled with homesick travellers. At Hannibal, on the Western division of the Bone, Watertown and Ogdensburg road, the storm is the severest known within the recollection of any of the present residents. The train which arrived there Thursday from Niagara Falls has been abandoned at Williamstown. The snow is piled up on the streets from fifteen to twenty feet deep. The merchants are getting short of provisions. At Mexico the roads are inpassable and business is suspended. The schools closed yesterday on account of the storm.

BALTIMORE AND OHIO RAILROAD OPEN. BALTIMORE, Jan. 4, 1879,

TO THE EDITOR OF THE HERALD:—
The Baltimore and Ohio Railroad and all its branches continue entirely free from all obstructions from snow or ice. Trains for Cincinnati, Louisville, St. Louis and Chicago have been running with their

usual regularity. Chicago divisions have not been troubled with snow thus far this winter.

L. M. COLE.

ICE IMPEDING NAVIGATION AT NORPOLK. [BY TELEGRAPH TO THE HERALD.]

NORFOLK, Va., Jan. 4, 1879.

The weather to-day is the most severe for many Winds and the second se

THE JAMES RIVER BLOCKED AND BUSINESS

RICHMOND, Va., Jan. 4, 1879.

The thermometer this morning was down to I legrees above zero. The weather moderated during the day, but this evening the temperature is again falling. Reports from along the Chesapeake and Ohio falling. Reports from along the chesapeake and Onio Raiiroad, west of Charlotteville, indicate a range of from 2 to 12 degrees below zero. The express train due here this morning was behind time five hours. The northern mail, due at thirty-five minutes past eleven, was delayed nearly three hours. Reports from other points in the western portions of the State show similar effects of the cold snap.

The river from this city to its mouth is blocked with ice and navigation is completely suspended. The canal is also blocked with ice along its whole length.

length.

The Tredegar iron works, flouring mills and other industries dependent upon water supply have been forced to suspend operations.

SNOWING IN TEXAS. [BY TELEGRAPH TO THE HERALD.]

MARSHALL, Jan. 4, 1879. whiter has set in with us in eachest. There has scarcely been a day for a week that we have not had more or less ice and frozen ground, with the thermometer running from 35 down to 18. During last night the ground froze hard and it commenced snowing, and now, at three o'clock P. M., there is an average of from nine to ten inches of

SLEET AND HAIL AT PENSACOLA, FLA. [BY TELEGRAPH TO THE HERALD.] PENSACOLA, Jan. 4, 1879.

The weather here is intensely cold, with steady

SLEIGHING NOTES.

Although the cold has been intense, still the lovers of the "snow path" have kept their horses at work

with a vim and endurance truly wonderful.

The regular daily goers of the road, such as Messrs. Vanderbilt, the Bonners, Turnbull, Kip, Weeks, Knapp, Eastman, Corey, Ayres, Woods, Work, Dewey, Kearney, Griswold and the others, have been enjoying to the full the present fall of snow.

Among the fastest horses which have been out has been Vulcan, who, piloted by Mr. John H. Harbeck, showed some very fine and fast brushes over the

Little Mamle B, driven by Mr. Allie Bonner, proved herself a capital sleigh horse, and as fast as the wind

Tommy, Lady Snell and Lady Lowe, showed some

wonderful dashes of speed.

Dan Mace sharpened the trotting wonder, Hope ful, and he took a morning jog on the snow. The little gray seems pleased with the work. Knapp, who drives him, says the little fellow feels like taking a brush occasionally, but he thinks that Hopeful had enough rallying during the last trotting campaign

a brush occasionally, but he tainst that hopetur has enough rallying during the last trotting campaign to last him until next summer, when he expects to see him boat every trotting horse that is on the track, either in harness or to wagon.

On Friday Dan Mace drove his chestnut mare, and also the brown gelding Big Striker. Dan announced that he was ready to trot with any one down the road, and he says he don't think much of gentlemen who have fast horses but are afraid to trot for fear that they may be beaten. Dan says he likes the Harbeck style on the road, as these gentlemen never refuse to go up the road and "tarn" with anybody.

Mr. Smith, representing the Knickerbocker stable, went a very fast clip with his dapple gray mare.

At one time, on Friday, there were in Dan Mace's shop getting on their snow shoes Leander, Lysander, Captain Jack, Lady Snell, Tonjuny Moore, Hopeful, Lady Lowe, Orient, Jack, Jim, Big Strider, Birdie, Queen, Captain Jake Vanderbilts famous black team, Victor, Star, Stilcto and some others.

On the St. Nicholas avenue Mr. Walker was driving his fine trotting team; W. Johnson was behind a gray; Captain McDonald sat behind a pair of bays; Mr. Stiner drove a speedy hay geldting.

The Grand Central stables were represented by Mr. Shotwell, who drove a serrel and black; Mr. Cammack sat behind George Miller and mate; Mr. Finch drove a fine chestnut; Mr. Hass his fast mare; Mr. Amos Littell his good bay mare; Mr. Luguintz his chestnut gelding; Mr. J. H. Morrey his tast black

drove a fine chestnut; Ar. Hass his last mare; Mr. Amos Littell his good bay mare; Mr. Luguintz his chestnut gelding; Mr. J. H. Morrey his tast black gelding, and Mr. Whitney was behind his bay team. Mr. Samuel Truesdell was out with his big brown horse, which is a remarkably nice one and can trot a mile in 2:35.

George Allen, from the American Club stables, sat cosily behind his Wisconsin team, which was attached to a light Brewster sleigh of the most exquisite design and workmanship. The running part and pole are painted carmine and the body black. The cushions and trimmings are also in excellent taste.

Charles W. Barker had out his flyers, the Hambletonian mares Romp and Fift. They can beat 2:40 handliy. Later in the day Mr. Barker was out with his pacing pony Tride, that has a record of 2:32½ to wagon.

handily. Later in the day Mr. Barker was out with his pacing pony Trifle, that has a record of 2:32½ to wagon.

P. J. Connelly was out with a fine Kentucky gelding named Irish Boy, and he afterward was seen behind his tast mare Maggie Darling.

C. Trable was enjoying himself behind his bay horse Ed. Riley.

Mr. W. Belden, the banker, drove his splendid trotting team, roan gelding Honest Harry (record 2:22½) and Little Alien (record 2:22). The team moved very rapidly up the road.

Mr. Gilley, of Forty-sixth street, and a party of friends were out behind a black and gray team, and seemed to enjoy the sleighing very much.

Mr. John H. Harbeck tried his last purchase on the snow, the chestnut mare Ethel, by Messenger Duroc, dam by Wild Irishman, and was much pleased with the "ctip" she showed him.

Mr. William K. Vanderbilt's family sleigh is of the Russo-Brewster pattern, trimmed with red plumes. His groom sits on a saddie and is dressed completely in turs. Russian style. The horses are bays.

C. Vandervier's family sleigh is of the Canada style; bay horses, with waving plumes.

Mr. W. H. Vanderbilt's family sleigh is a Brewster, Russian style; bay horses.

H. C. Valentine has a family sleigh of the Brewster

Mr. W. H. Vanderbilt's family sleigh is a Brewster, Russian style; bay horses.
H. C. Vaientine has a family sleigh of the Brewster pattern, with bay horses.
Mr. George De Forest Grant has a sledge of the Brewster pattern and a team of chestnuts.
Mr. J. P. Kernochan's family ride in a sleigh of the Brewster pattern, drawn by a showy pair of roan horses.

orses.

Mr. F. A. Havemeyer's family sleigh is of a bold, quaint design, made by Browster.

BASEBALL ON THE ICE.

LIVELY SCENES ON THE PROSPECT PARK LAKE-TOO WINDY FOR MUCH ENJOYMENT. The lake in Prospect Park, Brooklyn, was thronged

yesterday by thousands of skaters. Ropes and danger signals showed that direct communication with the southern extremity of the lake was not to be had, and those who cared to witness the game of baseball which was announced to take place there in the afternoon had to remove their skates and make the greater portion of the passage on foot. The air was so keen as to keep every one away whose interest in the game did not amount to a passion, so that the num-ber of spectators was by no means large. Around the edge of the lake, which is here several roods in width, rose a sparse border of low and leafless trees, interspersed with scrawny bits of brown shrubbery, shivering in the wind stretching out from the shore was a deep fringe of snow, and the frozen surface of the water was covered here and there with white patches of varying length and breadth, but a uniform depth of two or three inches. On the ground adjoining the field which had been marked out for the game stood the uncovered beams and rafters of a summer house, and in front of this were fastened three or four unpainted wooden benches. In the foreground were the eighteen players and a few speciators, whose enthusiasm for a white bid defines to elementary discomforts. Away off in the distance some half a dozen skaters, with backs to the wind and overcoats expanded, could be seen gliding along the snowy background of the shore with planutom-like celerity, and without ever taking a stroke. The bine sky, except at the zenth, was obscured by white or leaden clouds, and the sun, going slowly down, at the right seemed half frozen himself and disinclined to spare any warmth to his distant saicilite.

PLAYING UNDERS DIFFICULTIES.

The baseball players were on the ice shortly after half-past three, and when the game began, shortly before four o'clock, were so benumbed as to make scientific playing out of the question. The wind blew flercely and incessantly, and little white clouds were occassionally blown from the patches of snow were occassionally blown from the patches of snow shrubbery, shivering in the wind. Stretching

feated their opponents, and they were confident of another triumph yesterday. Going first to the bat, they had two or three runs to their credit when the iming ended.

When the HERALD reporter arrived on the scene the man at the bat was lying face downwards and at full length, apparently trying to learn the thickness of the fee by means of his sight, his eyes being within an inch of the surface. Satisfying himself on this point, he rose with all possible despatch and again addressed himself to the task of getting a ball past the short stop; but his efforts were tutile, for the wind so misdirected the course of the ball after it left the pitcher's hand that a "foul" was the result, and the batter was caught out. His chagrin was mitigated by the spectacle of a catcher sitting on a pasticularly hard bit of ice, with a forefinger out of joint. At the home base were two narrow slits or hollows for the batter to secure the runners of his skates in when about to strike; but even this foothold sometimes proved insufficient, and an unexpected and inartistic pirouette or a downright tall not infrequently followed the swinging of the bat. It was seldom that the ball reached a fielder on the fly, but if it struck on the ice a gust of wind would carry it away with lightning-like rapidity. Offe stalwart batter managed to get in a blow that sent the leather-covered yar further than it had before been knocked or blown, but in his eager haste to make a home "run" he went down on his second stroke, and had scarcely regained his feet before the ball had passed through the hands of the right fielder and first base has not went down on his second stroke, and had scarcely regained his feet before the ball and passed through the hands of the right fielder and first base has not miniment danger of being transformed into pillars of i.e. and doubtless would have suffered some serious injury had not the immings been short. The greatest difficulty was found to be in starting rapidly and in coming to a sudden stop, and few players made the

vanquishers.

There will be another game to-morrow if weather permits.

CONFLAGRATIONS.

THE CHICAGO POST OFFICE-ITS DESTRUCTION BY FIRE-EXCITING SCENES-FOUR MEN HAVE A NARROW ESCAPE

[BY TELEGRAPH TO THE HERALD.] CHICAGO, Jan. 4, 1879.
For the third time since 1871 the Chicago postal

fficials have been compelled to seek new quarters in consequence of the ravages of fire. About half-past three this afternoon, through some agency not yet definitely ascertained, a fire developed itself in the boiler room in the basement of the building, and before an alarm could be made possible to check their progress by aid of the appliances at hand. The fire found its way to the elevator well and at once shot to the upper stories and began the work of destruction in earnest. Realizing that the building was doomed the Post Office people began at once to remove the mail matter, and worked so earnestly that before they were compelled to abandon the office they succeeded in saving all the letter mail, while a portion of the newspapers were lost. The valuable packages in the money order and registry depart-ments had been placed in vaults and it is presumed they are intact.

that egress by means of the staircase was impassable, and four clerks, employed in the office of the United that egress by means of the staircase was impassable, and four clerks, employed in the office of the United States Quartermaster of the Military Division of the Missouri, on the fifth floor, were cut off, and it was thought for a time that no means of reaching the ground could be afforded them. The fire was momentarily growing fiereer and licking up the Mansard roof above their heads, while they stood in one of the windows at the north end of the building, frantically motioning the crowd to send them aid. Finally, the firemen, who had reached the roof, threw over a rope, which fell to the sidewalk, and the four men, almost frozen, succeeded in sliding down and reaching a place of safety.

MILITARY HEADQUARTER RECORDS LOST.

General Sheridan's headquarters, on the first floor of the south end of the building, were soon burned out, and many valuable papers were consumed, while the entire contents of the Quartermaster's Department on the fifth floor were lost. On the first floor, immediately under General Sheridan's offices, were the general offices of the Chicago and Alton Railroad Company. The records here were saved, and the loss is but nominal on furniture.

OTHER LOSSES.

There were two other occupants of the building, Isham & Lincoln and Lawrence, Campbell & Lawrence, attorneys, in the rooms of the former was one of the most valuable law libraries in America, which was totally destroyed. Although the Fire Department struggled bravely, their efforts to save the building were Intile, and before six o'clock little was left except the walls, which are in a pretty fair state of preservation.

building were futile, and before six o'clock little was left except the walls, which are in a pretty fair state of preservation.

The building destroyed was erected by H. H. Honoré on a loan of \$300,000 advanced by the Connecticut Mutual Life Insurance Company. This money was advanced before the fire of 1871. Shortly atterward the company advanced \$100,000 more, while Mr. Honoré put in \$150,000 of his own funds. Mr. Honoré was finally forced into bankruptey, and the loan and interest having reached \$540,000, the Connecticut Mutual Company stepped in about a year ago and foreclosed. They then expended \$50,000 in fitting the building up for the military headquarters and other offices, the Post Office having occupied a portion of it since the fire of 1874. The insurance on the building amounts to \$225,000. It is estimated that the postal department will lose about \$150,000 on furniture; the Alton Company, \$3,000; Lawrence, Campbell & Lawrence, \$51,000; the military headquarters, \$15,000, and Isham & Lincoln, \$10,000. Immediately after the outbreak of the fire Postmaster Paimer contracted for the new Singer Building, at the corner of State and Washington streets, for two years, at a yearly rental of \$60,000, and the Post Office will be opened there at once.

A CATROLIC ACADEMY BURNED AT BUFFALO. BY TELEGRAPH TO THE HERALD. BUFFALO, Jan. 4, 1879,

About one o'clock this afternoon fire broke out in the upper story of the Holy Angels' Academy, and despite the efforts of the Fire Department was totally destroyed. The origin of the fire is totally destroyed. The origin of the fire is un-known. The building was heated by steam, and it is thought the fire originated from a delective flue. There were in the building at the time eighteen Sisters, including the Mother Superior, who is sick, and eight pupils, who all escaped. The school numbers 114 pupils, but fortunately they had not returned from their christmas vacation. The Academy was built in 1873 and was a substantial and handsome brick building, valued at \$50,000, and insured in the following companies:—Union, of Buffalo, \$2,000; Germania, Buffalo, \$5,000; Glen's Falls, \$5,000; Northwestern National, \$3,000; Williamsburg City, \$5,000; Standard, \$5,000. Total, \$25,000. The property was encumbered, and the insurance was held by the Eric County Savings Bank as security for a mortgage on the building.

A POST OFFICE AND LIBRARY BURNED IN MAS-SACHUSETTS

Boston, Jan. 4, 1879. A fire at Hingham last night destroyed the public library, consisting of 5,000 volumes. The Post Office also occupied a part of the first floor, and letters, stamps and other contents were also burned. The building was creeted and presented to the town about

OTHER FIRES. A fire on Friday, at Brushton, N. Y., destroyed five

buildings, valued at \$7,500.

S. E. Hughes & Co.'s flouring mill, at Hampton. Ohio, was partially burned yesterday. Loss \$18,000,

Ohio, was partially burned yesterday. Loss \$18,000, covered by insurance.

A telegram received late last night from Huntington, W. Va., announces that a fire is raging there, several houses, including the principal hotel, being already destroyed. The flames began in the Third Avenue Hotel, and the intense cold paralyzed the efforts of the firemen. At last accounts the flames were under control.

George W. Duncan's flour mill, at Easton, Pa., was destroyed yesterday by fire. Loss, \$12,000; insurance, \$5,000.

John Taylor's and James Frick's dwellings at

15,000. Taylor's and James Frick's dwellings, at on, Pa., were destroyed by fire on Friday night,

John Taylor's and James Frick's dwellings, at Pittston, Pa., were destroyed by fire on Friday night. Loss over \$5,009.

Charles Longley, of Nicholasville, Ky., attempted to light a fire from a coal oil lamp, when the lamp exploded, fatally burning Longley and one child and seriously injuring another. The house also caught fire and was entirely destroyed.